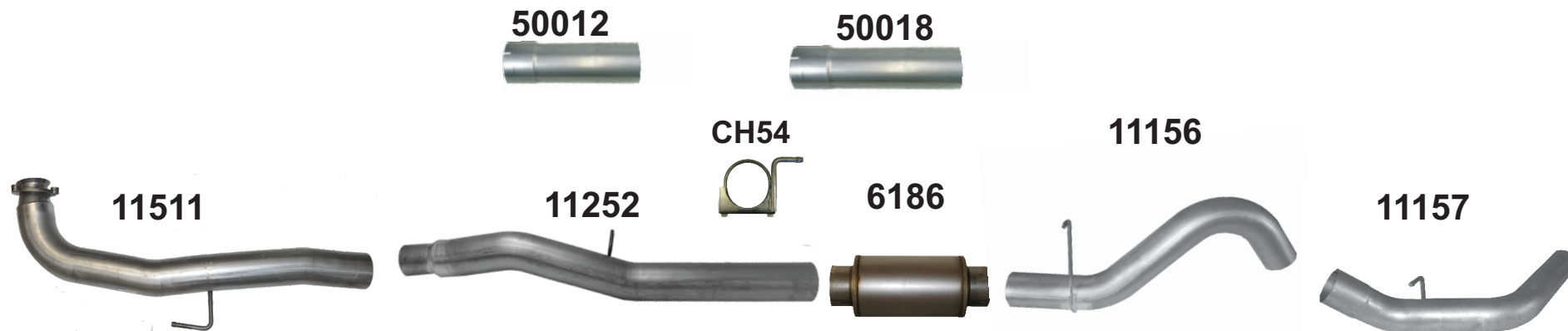


RACE  
APPLICATION  
ONLY

# 671

2015 GM DURAMAX 6.6L  
5" SINGLE SYSTEM



- ☐ 1-11511
- ☐ 1-11252(5-3)
- ☐ 1-50012 (CC/SB & CC/LB)(4-8)
- ☐ 1-50018 (CC/LB)(4-7)
- ☐ 1-6186
- ☐ 1-11156(5-3)
- ☐ 1-11157(5-3)

- ☐ 5-LJ500
- ☐ 1-CH54
- ☐ 1-LJ400

***FLO~PRO***  
**PERFORMANCE EXHAUST**

PICKED BY: \_\_\_\_\_

**KIT # 671**  
**2015 CHEV DURAMAX LML**  
**5" SINGLE KIT**

**Recommended for race applications only.**  
**Tuning required.**

**REMOVAL OF ORIGINAL SYSTEM**

1. Unbolt the 4-bolt flanges fastening the downpipe and the DPF/tailpipe assembly. **(See figure 1)**
2. Remove all factory bungs and airlines on Diesel Particulate Filter, tie-strap them to the frame of the truck or take them off at the clip connection.
3. Spray the hangers with WD-40 and then pry hangers from the rubber mounts and remove the DPF/tailpipe assembly from truck.
4. Unbolt the 3-bolt flanges fastening the OEM turbo direct pipe and the downpipe. Use a 15mm socket to do this **(Note: Keep the OEM nuts, as they will be used with the new system)**.
5. For easier removal of downpipe take the hanger bracket bolted to the transmission off using a 13mm socket/ wrench **(See figure 2)**. Remove downpipe

**Notes:**     - *Make sure to put clamps on connections before connecting pipes.*

**INSTALLATION INSTRUCTIONS**

1. Put the metal hanger from the downpipe (part#11511) into the upper hole of the rubber insulator of the hanger bracket removed in step 5 above **(See figure3)**.
2. Install the downpipe bolting the 3-bolt flange from downpipe to the 3-bolt flange from the turbo direct pipe. Snug the flanges down so it will hold the pipe but the pipe can still be moved. Bolt the hanger bracket back onto the transmission. **(See figure 3)**
3. Install pipe 11252 (see figure 4) and extensions as needed depending on wheelbase length.
4. Install muffler, clamp hanger **(see fig 5)**, over the axle pipe and tailpipe section inserting metal hangers on rubber insulators. **See figure 6**
5. Starting with pipe #11511, tighten flanges and work your way to the back connection, tightening as you go and checking for clearance.

Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

